



# Hawaii Scenic Byway Program: Reference Materials — *16A. Acronyms*

Words and abbreviations (in italics below) that may have meanings in this document undefined or not defined in a standard dictionary are capitalized and defined below.

**AAA**—AMERICAN AUTOMOBILE ASSOCIATION.

**ADA**—AMERICANS WITH DISABILITIES ACT OF 1990.

**CMP**—CORRIDOR MANAGEMENT PLAN.

**CCH**—CONSERVATION COUNCIL FOR HAWAII.

**DBEDT**—STATE OF HAWAII, DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT AND TOURISM.

**DLNR**—STATE OF HAWAII, DEPARTMENT OF LAND AND NATURAL RESOURCES.

**FHWA**—the FEDERAL HIGHWAY ADMINISTRATION.

**FLHP**—the FEDERAL LANDS HIGHWAY PROGRAM.

**HCDA**—HAWAII COMMUNITY DEVELOPMENT AUTHORITY.

**HDOT**—STATE OF HAWAII, DEPARTMENT OF TRANSPORTATION.

**HTA**—HAWAII TOURISM AUTHORITY.

**HVCB**—HAWAII VISITORS AND CONVENTION BUREAU.

**ISTEA**—the Intermodal Surface Transportation Efficiency Act of 1991, P.L. 102-240 that authorized the NATIONAL SCENIC BYWAYS PROGRAM and provided \$80 million for the planning, design, and development of State scenic byway programs.

**LUC**—LAND USE COMMISSION.

**SAFETEA-LU**—the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users, P.L. 109-59 (2005) that authorized a total of \$175 million for technical assistance and grants under the NATIONAL SCENIC BYWAYS PROGRAM to States and Indian tribes.

**TEA-21**—the Transportation Equity Act for the 21st Century, P.L. 105-178 (1998) that authorized \$148 million for technical assistance and grants to States for the purposes of developing State scenic byway programs and undertaking related projects along roads designated as NATIONAL SCENIC BYWAYS, ALL-AMERICAN ROADS, or as STATE SCENIC BYWAYS.

**USDA**—UNITED STATES DEPARTMENT OF AGRICULTURE.

**USDOI**—UNITED STATES DEPARTMENT OF THE INTERIOR.

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# Hawaii Scenic Byway Program: Reference Materials — *16B. Glossary*

Words and abbreviations (in italics below) that may have meanings in this document undefined or not defined in a standard dictionary are capitalized and defined below.

**ALL-AMERICAN ROAD**—a SCENIC BYWAY designated by the Secretary of the United States Department of Transportation that meets the criteria for having at least two of the INTRINSIC QUALITIES of national significance and that is considered a destination unto itself. It must provide an exceptional traveling experience that is so recognized by travelers that they would make a drive along the highway a primary reason for their trip. The characteristics associated with the intrinsic qualities for an All-American Road are those which best represent the nation and may contain one-of-a-kind features that do not exist elsewhere and are recognized nationally.

**AMERICANS WITH DISABILITIES ACT OF 1990 (ADA)**—the Federal law (P.L. 101-336) that provides civil rights protections to individuals with disabilities, and that requires accessible public transportation services and/or facilities along highways, trails, sidewalks and other public settings.

**CAPITAL BUDGET**—the program for investments in infrastructure and capital improvements by any government agency or public private sector organization that includes estimated costs and time schedules for completion of projects.

**COLLECTOR STREET**—a street that provides access and traffic circulation service within residential, commercial and industrial areas in a community.

**CORRIDOR MANAGEMENT PLAN (CMP)**—a written document that specifies the actions, procedures, controls, operational practices, and administrative strategies to maintain the scenic, historic, recreational, cultural, archeological, and natural qualities of the scenic byway, prepared as a requirement for scenic byway designation.

**CORRIDOR**—the right-of-way and the adjacent area that is visible from and extending along the highway. The distance the corridor extends from the scenic byway could vary with the different INTRINSIC QUALITIES.

**DESIGNATED HAWAII SCENIC BYWAY**—see HAWAII SCENIC BYWAY.

**DESIGNATION**—the OFFICIAL DECLARATION by the Director of the Hawaii Department of Transportation to accord official approval and inclusion of a DESIGNATED HAWAII SCENIC BYWAY in the Hawaii Scenic Byways Program.

**DEVELOPMENT ORDINANCE** or **DEVELOPMENT REGULATION**—any legally enforceable requirement applied to a specified land development activity established by a government entity pursuant to law.

**DIVERSITY**—in a visual sense, a variation among elements, landscapes and long and short views which avoid monotony.

**EASEMENT**—a legal interest in real property generally established in a real estate document or on a recorded plat to reserve, convey or dedicate the present or future use of all or a portion of the property, including areas under, on or above the land surface, by a legal person or agency other than the legal fee owner(s) of the property for a specialized or limited purpose without the transfer of fee title. Easements may be purchased from or donated by the legal fee owner(s) of the property, and are considered in the assessment of property value in accordance with State and Federal law.

**EQUESTRIAN TRAIL**—a natural surfaced path designated for use by horses and their riders.

**FEDERAL AGENCY**—the United States Forest Service, Bureau of Land Management, National Park Service, and the Bureau of Indian Affairs, and their scenic byways programs.

**FEDERAL AGENCY SCENIC BYWAY**—a road or highway located on lands under Federal ownership which has been officially designated by the responsible Federal agency as a scenic byway for its INTRINSIC QUALITIES.

**FEDERAL HIGHWAY ADMINISTRATION (FHWA)**—the agency within the United States Department of Transportation that is responsible for the maintenance of safety and the mitigation of congestion and environmental impacts on Federal, State and local roads and highways.

**FEDERAL LANDS HIGHWAY PROGRAM (FLHP)**—the highway program administered by the FEDERAL HIGHWAY ADMINISTRATION in cooperation with Federal land management agencies including the National Park Service, the U.S. Department of Agriculture, Forest Service, the

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U.S. Fish and Wildlife Service, the Bureau of Indian Affairs and the Military Traffic Management Command (MTMC).

**GATEWAY**—in a visual sense, a point or entrance corridor along a roadway at which a motorist, bicyclist or pedestrian gains a sense of having entered a new landscape and defines the arrival point as a destination as a result of visual cues such as signs, monuments, landscaping, a change in development character, or a natural feature.

**HAWAII SCENIC BYWAY**—a road or highway under State, Federal, or local public ownership and its associated **CORRIDOR** that has been designated by the Director of the Hawaii Department of Transportation by **OFFICIAL DECLARATION** on the basis of the formation of a **LOCAL BYWAY COMMITTEE** organized to prepare a **CORRIDOR MANAGEMENT PLAN**. Under the **NATIONAL SCENIC BYWAYS PROGRAM**, a Designated Hawaii Scenic Byway is a **STATE SCENIC BYWAY** within the State of Hawaii.

**INFRASTRUCTURE**—capital facilities and land assets under public ownership, or operated or maintained for public benefit, that are necessary to support development and redevelopment and to protect the public health, safety and welfare. In general, these include:

- Facilities and assets that are publicly owned or that serve the public.
- Systems of facilities and assets whose needs are generated by and which are necessary to support development and redevelopment.
- Facilities and assets that may influence the form or the location of development and redevelopment.
- Capital facilities with a significant fixed cost and a long service life (> 10 years).
- Facilities and assets that are directly and substantially related to protecting public health, safety and welfare.

**INFRASTRUCTURE SYSTEMS**—systems of **INFRASTRUCTURE** including transportation, energy, telecommunications, farmland retention, water supply, wastewater disposal, storm water management, shore protection, open space and recreation, recreation facilities, solid waste management, public health care, public education, higher education, arts, historic resources, public safety, justice, corrections, public administration, and public housing.

**INTACTNESS**—the degree to which features in a landscape are visually compatible or not intrusive.

**INTRINSIC QUALITY**—scenic, historic, recreational, cultural, archeological, or natural features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area.

**LANDSCAPE**—landform, water, vegetation, and other features of the natural and built environment.

**LINKAGE**—the degree to which visible features are continuous and connected in terms of both time and place with both prior and subsequent features encountered in the travel experience.

**LOCAL COMMITMENT**—the assurance provided by communities along the scenic byway that they will undertake actions and protective measures to preserve the qualities for which the **SCENIC BYWAY** and its adjacent corridor were designated. The commitment is identified in the **CORRIDOR MANAGEMENT PLAN**.

**LOCAL BYWAY COMMITTEE**—an advisory committee organized and convened by a **SCENIC BYWAY SPONSOR** to assist in developing a **CORRIDOR MANAGEMENT PLAN** for a **HAWAII SCENIC BYWAY**.

**MASTER PLAN**—a comprehensive, long-range plan intended to guide growth and development of a community or region and that includes analysis, recommendations and proposals for the community's population, economy, housing, transportation, community facilities, and land use.

**MULTI-MODAL TRAVEL**—the movement of people or goods involving a sequence of two or more modes of transportation, such as driving a motor vehicle to a bus station to board a bus to reach a final destination.

**NATIONAL SCENIC BYWAY**—a route designated by the Secretary of the United States Department of Transportation that has at least one **INTRINSIC QUALITY** of regional significance, with characteristics associated with that quality that are distinct and most representative of the region and are recognized throughout the region.

**NATIONAL SCENIC BYWAYS PROGRAM**—the program established under Title 23 United States Code, Section 162 and administered by the **FEDERAL HIGHWAY ADMINISTRATION**.

**NATIONAL SCENIC BYWAYS PROGRAM INTERIM POLICY**—the Federal Register (v.60 n.96, May 18, 1995, pp. 26759-26762) notice that sets forth the criteria for the designation of roads as **NATIONAL SCENIC BYWAYS** or **ALL-AMERICAN ROADS** based upon their **INTRINSIC QUALITIES**.

**NOMINATION**—a formal application by a proposed **SCENIC BYWAY SPONSOR** to the **HDOT** for approval to pursue an application for **DESIGNATION** as a **HAWAII SCENIC BYWAY**.



**OFFICIAL DECLARATION**—an action taken by the Governor or by an individual, board, committee, or political subdivision acting with granted authority on behalf of the State of Hawaii.

**PANORAMA**—an unlimited view in all directions.

**PARATRANSIT**—complementary public transportation service required by the ADA for individuals with disabilities who are unable to use fixed route transportation systems.

**PROSPECT**—a broad view, or a place affording such a view.

**RIGHT-OF-WAY**—a strip of land lawfully occupied or intended to be occupied by a street or other linear facility.

**SCENIC BYWAY**—public road and its associated CORRIDOR having special scenic, historic, recreational, cultural, archeological, and/or natural qualities that have been recognized as such through legislation or some other official declaration. The terms “road” and “highway” are synonymous and are not meant to define higher or lower functional classifications or wider or narrower cross-sections. Moreover, the terms HAWAII SCENIC BYWAY, NATIONAL SCENIC BYWAY, or ALL-AMERICAN ROAD refer not only to the road or highway itself but also to the CORRIDOR through which it passes.

**SCENIC BYWAY SPONSOR**—(1) one or more individuals, partnerships, associations, private corporations or public authorities recognized and authorized to assume the lead responsibility for preparing a NOMINATION for a byway, organizing and maintaining the LOCAL BYWAY COMMITTEE and preparing a CORRIDOR MANAGEMENT PLAN and DESIGNATION request for a specified SCENIC BYWAY. (2) one or more individuals, partnerships, associations, private corporations or public authorities recommending a particular project involving assets within its ownership or jurisdiction and committed to developing, implementing, constructing, maintaining, managing and financing the project.

**STATE SCENIC BYWAY**—a road or highway under State, Federal, or local ownership that has been designated by the State through legislation or some other official declaration for its scenic, historic, recreational, cultural, archeological, or natural qualities.

**STATE SCENIC BYWAYS ADVISORY COMMITTEE**—the permanent, standing committee established by the State of Hawaii Department of Transportation to provide policy recommendations and technical assistance in the review of CORRIDOR MANAGEMENT PLANS and in the maintenance of the Hawaii State Scenic Byways Program.

**STATE SCENIC BYWAYS AGENCY**—the Board, Commission, Bureau, Department, Office, etc., that has the responsibility for administering the State’s scenic byways program activities. Unless otherwise designated, pursuant to the NATIONAL SCENIC BYWAYS PROGRAM INTERIM POLICY, FHWA assumes that the State Scenic Byways Agency is the State Department of Transportation or State highway agency as recognized in the administration of Title 23, United States Code.

**STATE SCENIC BYWAYS COORDINATOR**—the individual required under the National Scenic Byways Program to be designated by STATE SCENIC BYWAYS AGENCY to administer the Scenic Byways Program within each state.

**STATE SCENIC BYWAYS TECHNICAL ASSISTANCE PANEL (TAP)**—a standing committee of technical experts convened by the STATE SCENIC BYWAYS COORDINATOR to assist the STATE SCENIC BYWAYS COORDINATOR and LOCAL BYWAY COMMITTEES in developing and implementing CORRIDOR MANAGEMENT PLANS for one or more NAMED HAWAII SCENIC BYWAYS.

**SUSTAINABLE DEVELOPMENT**—the development of land and provision of infrastructure that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs.

**TEA-21**—the Transportation Equity Act for the 21st Century, P.L. 105-178 (1998) that authorized \$148 million for technical assistance and grants to States for the purposes of developing State scenic byway programs and undertaking related projects along roads designated as NATIONAL SCENIC BYWAYS, ALL-AMERICAN ROADS, or as STATE SCENIC BYWAYS.

**TOUR BUS**—a bus designed for carrying more than 16 passengers and the driver, which is operated by or for a government-registered charter-party carrier of passengers or other applicable definition under law.

**UNITY**—the degree to which individual features in a landscape are visually coherent and in harmony.

**VERNACULAR**—the traditional architecture of a region, frequently designed and developed by local individuals in response to the climate, land conditions, or culture of a region as adaptations of academic architecture.

**VISTA**—a view through a long passage, such as between rows of houses or trees.



**VIVIDNESS**—the degree to which a landscape is distinctive and memorable in comparison to other features in the area.

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